



President's Report- Arnie Quast

June slipped by us pretty darn fast. Enjoy summer while we have it! I will have to say that once again our chapter has accomplished some amazing teamwork. We blew Barnstormer Day out of the water this year with record attendance, and for once, we had some palatable weather. Our hat is off to Paul Sedlacek for masterminding this great event. Bill Tobin once again professionally orchestrated the pancake breakfast. Our chapter members at large really worked exceptionally hard to help out in every way imaginable. It never ceases to amaze me how well we all work together to make events like this happen. Thanks to everyone that took part in this fun filled event!

A few changes have taken place within our EAA Chapter 932 leadership. Our Vice President, Patrick Hoffmann, will be stepping down from his position. Patrick and his family are moving to a fly-in community located near Columbia, SC. We will miss Patrick, and really thank him dearly for all of the hard work that he has done for our chapter over the years. Bill Tobin will be stepping up as our interim Vice President. We will also have another member joining our board; Dave Carlson will be leading our Membership Committee. We welcome Dave to our chapter board, and thank him very much for taking on this position. Ed Brown continues to provide outreach and support, and his hard work is very much appreciated.

July of course is the month we all eagerly await. Airventure in Oshkosh kicks off on July 24 – 30. We will have a chapter gathering at the Seaplane Base in Oshkosh on Thursday July 27 at 5:30 pm. This is a really neat area of the Airventure grounds to visit if you have not been before. Our plan will be to check out the seaplanes, and snack on some food. Vendors are on site to provide food and beverages. Pontoon boat rides are also available for a nominal fee. The seaplane base is 10 minutes from EAA Camp Scholler and the flight line via EAA shuttle bus. For more information, please contact myself or Dan Johnson at 815.341.2108.

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President's Report Continued

Our regular chapter gathering for July will be held on July 8th. Our gathering will be a Young Eagles Rally as part of our annual Planes and Puppies event. Planes and Puppies will run between 9 am and 1 pm. Volunteers are needed for ground support, and also to fly Young Eagles. Please contact Haylee Walsh at 815.909.4479 or hmw Walsh7412@gmail.com if you can lend a hand at this fun event.

A sneak peek into August has a few neat things coming our way at the airport. Our regular chapter gathering on August 12 will take place early in the evening instead of our typical morning time slot.

Our tentative plan is to grill some food, and weather permitting, show an aviation themed outdoor movie. Stay tuned for more information. As August progresses, Larry Schubert is organizing a fly out event on August 21 to observe a solar eclipse. Look for more details from Larry on this fly out! Finally on Saturday August 26, JB Aviation will host its annual Flour Bomb Drop. This is annual event is a big hit, and one you will not want to miss!

There is so much going on for everyone here at Galt Airport and in the world of EAA. Have a great month, and I hope to see everyone around the airport!



Pancake Breakfast

Eric Rehm

EAA Chapter 932 and Galt airport hosted the United and American Airlines pilot unions to a pancake breakfast over the Memorial Day weekend. This annual event is a chance for airline pilots and their families to get together in a social setting. As usual, Chapter 932 put on a stellar event and served over 100 guests. As a token of their appreciation, the unions donated a combined \$1000.00 to the chapter.

Thanks again to all who helped with a special thank you to Bill Tobin who organized the event.

Monica Jablonski, Patrick Hoffman, Marty Papanek, Kelly Jeffries, Dave and Bradlee Spitzbart, Bill Tobin, Arnie, Dawn and Brie Quast, Chick

Clemens, Larry and Leslie Schubert, Jean Forni, Justin Cleland, Brian Spiro, Jerry Thomas, Mike Fay, Dave Carlson, Beth Rehm and the entire CAP team.



The Great Solar Eclipse Fly-out Picnic

By Larry Schubert

We have a once in a lifetime event coming up in August, and I wanted to share an idea about how to get the most out of it.

As you all know, the great total solar eclipse of 2017 will be visible in southern Illinois on August 21. It will be cutting a swath from south of St. Louis past Carbondale in the early afternoon of that day. Of course, every hotel in the area is sold out; as luck would have it we have access to airplanes! I started checking out airports that might offer the possibility of a great viewing spot and discovered a real gem.

About 2 hours and 20 minutes south of here (in my Cherokee...less time in the fancier craft with more horsepower and/or retractable gear) is a little town called Sparta, Illinois. It is southeast of St. Louis directly in the path of totality, and it has a little Galt-type airport called Hunter Field (KSAR). If you check it out on line or on Google maps, you'll see a nice N/S paved runway, a large ramp, and a little mom and pop restaurant right across the street. So I started thinking, what a spot for an eclipse picnic!

A phone call to the airport got me Tom, the airport manager. I asked him if he had lots of people calling about viewing the eclipse from the airport. To my great surprise, he said that I was only the third caller. He was such a nice fellow. He told me they have a pavilion with picnic tables and a grill, lots of grass to sit on, a large ramp, etc. He could not have been more welcoming. We started talking about where I was from, and turns out he has been to Galt! By the end of our conversation, I knew that this is where I wanted to be for the great event. So why not make it a party?

My plan is to put together a simple picnic lunch, with champagne for Leslie, or course. Maybe leave Galt about 9 a.m. and plan to get to Sparta by 11:30 or so. Then have a nice picnic and prepare for the 1:20 p.m. eclipse. Totality will last about 2 minutes or so. After that, I would probably head home, perhaps experiencing the then-partial eclipse on the way back. We will be home by late afternoon, having ticking "eclipse" off our bucket list.

Naturally, all of this is weather dependent. A cloudy day will sort of wreck the plans and we're going to get 80% of the eclipse here anyway. But if the weather is nice, we're going to do it, as are some others from Galt with whom I have shared the concept. I am hoping that a zillion other people don't eventually come to the same conclusion and descend upon the Sparta airport. It sure would be fun to have a bunch of Galt folks there. It is a Monday, which might be a little problematic for some but maybe businesses will declare a day off for the eclipse?

When: August 21, 2017
 Leave from Galt at 9:00 a.m.
 Arrive at Hunter Field (KSAR) at 11:30am
 Picnic Lunch in Sparta, Illinois at Hunter Field
 Solar Eclipse: 1:20pm

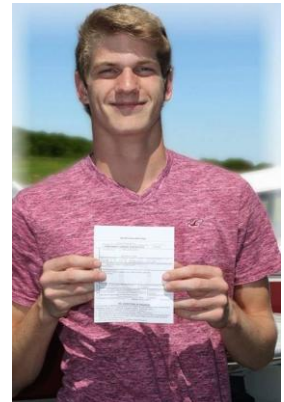


Kelley Wright flew her 1st solo on 6/15/2017

Flight School News



Deena Schwartz passed her private pilot checkride on 6/1/17



Evan Sahm passed his private pilot checkride on 6/1/17



Anthony Canevello received his tailwheel endorsement on 6/15/17



Gary Reinwall flew his first solo flight on 6/22/17

Events at Galt Airport

Planes & Puppies

EAA Young Eagles Rally

July 8th

9am - 1pm



- ✿ FREE airplane rides provided by EAA Chapter 932 (8-17 years old)
- ✿ Meet adorable adoptable dogs from the shelter or bring your dog
- ✿ Bring a donation and help us "Stuff-a-Plane" with supplies for the Animal House Shelter

For more information
call 815-648-2433 or visit
www.facebook.com/GaltAirport/

Galt Airport
5112 Greenwood Rd.
Greenwood, IL




SAVE THE DATE

10th Annual

FLOUR DROP



AUGUST 26TH, 2017

Barnstormer's Day 2017 Wrapup

By Paul Sedlacek

Previous Barnstormer's Day fly-ins have suffered from heavy rain showers and low cloud decks. It seemed like our chapter curse. In the days leading up to our biggest event for the year, the forecasts ranged from ideal to bleak. I had promised good weather this year and I wanted to make good on that pledge. It stormed overnight and was raining as I made the early morning ice run on my way to Galt. But, sometimes things just work out. The rain quit and gave us a perfect day. On my way home, after the event was done and everything packed up, it started raining again. How's that for good fortune?

Owing to the good weather and Rebekah's persistent social media campaign, people really turned out. We set new records for number of visitors, show cars and likely, number of pancakes flipped by one person (Chick is a maniac with the rotary pancake grill). Jo and her mom handled a steady stream of people waiting for breakfast from before 8:00 AM until sometime past noon, handing out just under 500 plates. Many thanks to all the volunteers who powered the kitchen operation under Bill's able and good humored management.

Drive-in traffic control and parking operations were handled by the Civil Air Patrol, headed up by chapter members Dawn and Craig. They counted around 600 visitor's cars and 800 guests. They deserve lots of credit for their endless efforts in the heat, keeping visitors safe and helping assess the size of the crowd.

The CAP also provided cadets to assist Ed and marshal fly-in traffic on the ramp. Together with some of Ed's ground school students, the ramp was orderly, yet gave visitors an opportunity to get up close to check out all the visiting aircraft. Aircraft on display featured a couple of Stearman bi-planes, Dan's Piper on floats, a late arriving Waco bi-plane, Tom's Navion, a Maule, and a Tiger Moth mentioned below. There were a number of others I didn't get a chance to check out. Claude and Jim also did numerous fly-by's in their Stearman bi-planes

complete with airshow smoke. I'll bet they were the most photographed at the event.

Gypsy air tours had a good day flying their 1930 Waco taperwing bi-plane. Their repeated sorties really added to the ambiance of the event. At one point I was listening to the Bill's Little Big Band at the shelter, watching the Waco take off, passengers smiling and waving from that big open cockpit. That made me smile too. Hopping rides is what the Barnstormer's era was all about and it's great that Gypsy is carrying on that tradition. I think they'll be back.

To everyone's delight this year, we had a fantastic, working PA system, designed and provided by Bill and Brian. This allowed Brian to show off his talents as an announcer and Parker to do his showcase circle interviews, one including David Hall's beautiful 1943 de Havilland Tiger Moth and one with John O'Malley and his 1942 Stearman.

Jerry deserves a lot of credit for all his work designing the graphics, making numerous signs, running around putting up signs around town, putting up and taking down the big banner by the airport entrance and managing all the money for the event.

The chapter aviation scholarship fund received donations of over \$400 from the donation jars distributed around the grounds plus Michael's contribution from his Charles Lindbergh photo op.

Neil Andersen Sr. again brought out a subset of his scale wooden engine models with the "Please Do Touch" sign. It's a great opportunity for kids and adults alike to get their hands on a working model of these classic engines.

Beth and Dave held down the chapter tent with help from Larry, Cheryl, Lori, Dan and Nancy. They provided information on membership, the scholarship fund and sold more T-Shirts than ever before.

Barnstormer's Day 2017- continued

The balsa gliders and bubbles handed out were very popular with kids. Beth signed up two new members and had a very interested third. We had a lot more traffic by the tent than ever before.

Our vendor with the wooden airplane reproductions had a big smile at the end of the day, saying they had done well. We had a second vendor selling folding wooden baskets with all profits donated to charity. I didn't hear how well they fared, but they'll be welcome again. This is an area we'd like to build up in future years if we can figure out how to reach out to more crafters.

About 25 vintage cars and bikes with nameplates including Ford, Chevy, Pontiac, Volvo, Nash, Studebaker, Triumph and Moto Guzzi came out to be on display, with myself and then Ron acting as greeters.

We were fortunate to have Bill's Little Big Band back this year, who anchored the entertainment, playing three sets for us. The music was great with some visitors opting to show off their dance moves, including Parker and Cheryl. While thanking Bill McGee for their participation, he mentioned that Barnstormer's is one of their favorite gigs of the year.

Apparently, a bubble guy appeared and delighted visitors with his bubbly creations. I never saw him, but I understand he was very popular with the younger set. Carolina and Lori anchored the bake sale tent which offered some seriously tasty and creative kitchen creations and provided an important source of income for the event. This year we also sold additional drinks and snacks to augment the breakfast offerings. At one point Jeremy was observed sitting in his golf cart, deconstructing one of Deena's bi-plane cake pops, piece by piece, savoring each part like a kid with an Oreo cookie, only better.

We also received nice press coverage in the NorthWest Herald by reporter, Hannah Prokop and photographer Ken Koontz. Their content is available on line.

Links:

<http://www.nwherald.com/2017/06/17/hundreds-celebrate-barnstormers-day-fly-in-and-drive-in-at-galt-airport-in-wonder-lake/aq58sga/>

<http://www.nwherald.com/lists/2017/06/17/ad4715f9df3b43deb68bdc3497fca7bd/index.xml?page=1>

I want to express my gratitude to all of the people who volunteered this year, from the many hands who make setup and break-down a manageable task to everyone who worked endlessly on the day of the event to the bakers and committee members to the all the support from JB Aviation. Putting on this event every year requires a lot of planning and hard work, but it's all worth it when we're able to give back to the surrounding community and provide them a great day out at the airport. I believe building good will provide needed support to keep our magical place safe for years to come.



Barnstormer's Day Photos



Barnstormer's Day Photos



Barnstormer's Day Photos



Barnstormer's Day Photos



FAA General Aviation ADS-B Rebate Program

By Beth Rehm

If you are seriously considering installing your ADS-B equipment this year you might want to take advantage of the FAA General Aviation ADS-B Rebate Program. I first learned about it at Oshkosh last year and there are only a few more months left until this program expires. In order to motivate and support owners of less-expensive GA aircraft equip early, the FAA is offering a \$500 rebate for up to 20,000 aircraft. The program launched on September 19, 2016 and will run for one year, or until all 20,000 rebates have been claimed, if that happens sooner. As of May 15, 2017, 14,000 rebates were still available.

To be eligible for the FAA rebate your aircraft must be registered in the U.S., (first registered before January 1, 2016) it must be a fixed-wing single-engine, piston-driven aircraft, not currently equipped with Version 2.0 ADS-B Out, and the new avionics must have been purchased after 9/19/16.

Registering for the rebate program on the FAA website is quick and easy. One thing to note is that once you register for the rebate you must have your equipment installed within 90 days. I corresponded with my avionics installer before I registered and reserved an installation date ahead of time to be sure I met that rule. When you register you are required to provide your planned installation date and the type of TSO-certified ADS-B equipment you intend to use.

You will have 60 days after the date of installation to complete the test flight and equipment validation part of the program. For me this was the most confusing part of the process and apparently many other pilots found the instructions unclear as well.

Here's what I learned from trial and error. The rebate validation flight test must be performed within the airspace that will require ADS-B after 2020 (above 10,000 feet MSL, Class B or Class C) what the FAA refers to as "ADS-B rule airspace" but I discovered that flying under Class B or over Class C also qualifies for the flight test.

There is contradictory information on the length of the flight test; the rebate program specifies 30 minutes but the Advisory Circular stipulates 1 hour. We flew for the full hour just to be sure.

Following the flight test you must request a Public ADS-B Performance Report (PAPR) to validate your flight testing. This only becomes available an hour after your flight - if you request the report too soon you will receive a response advising "no flight information available." The first report we requested showed some equipment failures that had to be resolved by the installer. If we had not seen the report we would never have known our equipment was not working correctly. Luckily for us it was an easy fix and next time we flew we requested another report to confirm the device was functioning as expected.

Included in the PAPR is a General Aviation Incentive Requirements Status (GAIRS) report, which provides a summary of three testing parameters; aircraft registration, airspace detection and ADS-B rule compliance. If all three are satisfactory, the GAIRS report will include the incentive code you need to complete the rebate process. You can then go back to the FAA Rebate website to claim your rebate, and a month or so later you will get your check in the mail.

I have not yet discovered a cheap way of equipping for ADS-B so this rebate was most welcome. In addition to the FAA rebate program we also took advantage of a manufacturer discount and money back from the trade-in of our old transponder.

Over all the FAA Rebate Program wasn't difficult to navigate and the web site, guides, and FAQs were very helpful. Program links on the following page.

Useful FAA ADS-B Rebate Program links

Rebate Reservation Guide: https://www.faa.gov/nextgen/equipadsb/rebate/media/ADS-B_Rebate_Step2_Quick_Ref_Guide.pdf

Reserve Your Rebate: www.faa.gov/go/rebate

ADS-B Coverage Map: <https://www.faa.gov/nextgen/programs/adsb/coverageMap/>

ADS-B Rebate Eligible Equipment: <https://www.faa.gov/nextgen/equipadsb/equipment/>

Public ADS-B Performance Report (PAPR): <https://adsbrebate.faa.gov/PAPRRequest.aspx>

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Scholarship Committee Chairperson: Beth Rehm (847) 530-8014 scholarships@eaa932.org

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Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

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EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c) (3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

Airport Business Hours: 8:00 a.m. to 5:00 p.m. Monday through Sunday (winter hours)